

NEW YORK HERALD.

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AMUSEMENTS TO-MORROW EVENING.

ACADEMY OF MUSIC, Postoffice street—ITALIAN OPERA—8 o'clock.

MILTON GARDEN, Broadway—JAMES BROWN.

THEATRE ROYAL, Broadway—THE FOUR CLOVES.

BURTON'S NEW THEATRE, Broadway—LORETTA DOK.

WALLACE'S THEATRE, Broadway—ENGLISH OPERA—8 o'clock.

LAUREL THEATRE, 54 Broadway—SCHOOL FOR SCANDAL.

SARATOGA AMERICAN THEATRE, Broadway—ALICE AND EMILY—THEATRICALS OF ART.

WOOD'S BUILDING, 41 and 43 Broadway—MAKED.

MICHIGAN HALL, 43 Broadway—THEATRICALS.

CAMBRIDGE, MINSTER, 44 Broadway—WALKER.

CHURCH ROOMS, 55 Broadway—LECTURE ON AND PERSONAL DESCRIPTIONS OF THE GALILEAN MUSEUM.

BROOKLYN ATHLETIC, Atlantic street—HOCKEY.

BUTTS' MUSIC, VERTICENTH and LEXINGTON STS.

New York, Sunday, September 12, 1858.

The News.

The steamship Star of the West arrived at this port last night from Aspinwall, bringing news from California to the 20th ult., and \$1,696,663 in treasure. Owing to the large number of arrivals from all parts of the world, the San Francisco markets were overstocked with goods, and a corresponding depression in trade prevailed. The political campaign in California had fairly opened. The national democrats, the anti-Lecomptonites, and the republicans had nominated separate tickets, save with respect to the Supreme Court Judge, and upon the nomination for this office the anti-Lecomptonites and republicans had united. The news from Fraser river was more favorable. There is no news of importance from New Granada. We learn from Nicaragua that Col. Canty had attempted to take possession of Punta Arenas in the name of Costa Rica. He was, however, opposed by the British Consul at Greytown and the British naval officers, who propose annexing the Point to Mosquitia. This movement will, it is supposed, lead to further complications of the Central American question. Col. Canty had left for Aspinwall. A flood had occurred in the San Juan river, causing much damage to property on its banks.

The steamship Vanderbilt, from Havre and Southampton last night, is fully due at this port, with three days' latest European news.

Late accounts from Mexico state that Tampico had surrendered to the liberal forces, who were assisted by four hundred frontiersmen and the revolutionary party in the city. Vidauri, at the head of ten thousand men, and abundantly supplied with the arms of war, was on his march to the capital. Several engagements between the opposing forces had taken place, in one of which Miramon was defeated.

By an arrival at this port we have dates from Caracas and Porto Cabello to the 20th and 27th of August, respectively. It is stated that the Venezuelan government had surrendered ex-President Monagas and family, and his Minister, Gutierrez, in accordance with the demands of the French and English. They had embarked at Lagayra for Trinidad. An extensive plot to place Monagas again at the head of affairs, had been divulged by one of the conspirators.

A Port au Prince letter of the 19th ult. says that two American men of war were there, on the Navy Island affair. Nothing is yet decided. The commander of the Saratoga declared to the government that he had been sent to protect the Americans on Navassa, and that if that government had any claims to make on the subject, it must send to the government to send a minister here.

The steamer North Star sailed from this port yesterday with 114 passengers and \$169,450 in specie. The steamer New York also sailed yesterday for Bremen, with 174 passengers and \$4,000 in specie.

The report respecting the accident on the Steubenville and Indiana Railroad proves to have been greatly exaggerated. The accident occurred seventeen miles west of Steubenville. While the train was crossing a bridge a car and the rear engine jumped from the track, causing the bridge to give way. The baggage and first passenger cars went down, but the others remained on the bridge. One person was fatally injured, and some twenty others more or less hurt. Their names are given in an account of the disaster published under the telegraphic head.

We learn from the report of the City Inspector that the whole number of deaths in this city during the past week was 588, a decrease of four as compared with the mortality of the week previous, and 80 less than occurred during the corresponding week last year. Of the total number 415 were of ten years of age and under, and 65 inmates of the various public institutions. The following table shows the number of deaths during the past two weeks among adults and children, distinguishing the sexes:—

Week ending Sept. 4. 53 74 220 592

Week ending Sept. 11. 57 75 221 595

Among the principal causes of the deaths were the following:—

Sept. 4. Sept. 11.

Consumption 46 6

Croup 4 6

Whooping cough 4 6

Scarlet fever 4 6

Diphtheria 4 6

Measles 4 6

Smallpox 4 6

Typhoid fever 4 6

Typhus fever 4 6

Relapsing fever 4 6

Intermittent fever 4 6

Cholera 4 6

Diarrhoea 4 6

Colic 4 6

Other diseases 4 6

Total 588

The number of deaths, compared with the corresponding week in 1856 and 1857, was as follows:—

Week ending Sept. 12, 1858. 588

Week ending Sept. 12, 1857. 571

Week ending Sept. 4, 1858. 53

Week ending Sept. 11, 1858. 57

The nativity table gives 465 natives of the United States, 68 of Ireland, 29 of Germany, 8 of England, 5 each of Scotland and British America, 1 each of France, Portugal, Prussia, Switzerland and the West Indies, and 7 unknown.

A shocking case of parrotism occurred in the Eleventh avenue, above Forty-fourth street, on Thursday last. David Clute, a man about twenty-five years old, a butcher by trade, has been arrested for the crime. It appears that about four o'clock on

the afternoon alluded to Jacob Clute, the father of the prisoner, aged sixty-five years, a Hungarian, intoxicated. Some words passed, when the son struck his father a violent blow, felling him to the ground; the old man received a dangerous wound upon the back part of his head, and in a few hours after died. A coroner's inquest was held, a report of which is given elsewhere.

The Eighth regiment, Col. Lyons, proceeded to Staten Island yesterday afternoon for the purpose of guarding the ruins of the hospital buildings seized upon by the rebels. The soldiers encamped without the Quarantine enclosure, on the northwest side. Sentries will be stationed around the premises, and no one will be permitted to come near the walls, except those who have special business within the grounds. A number of interesting communications on the Quarantine question will be found in to-day's HERALD.

The detailed proceedings of the Utica free love reformers and philanthropists, of Friday last, developed the whole aim and object of the call. The speeches, without exception, assumed the ground that evil was the result of physically or mentally diseased progeny, and the remedy was, of course, free love. The report of their proceedings will be found highly amusing. Mrs. Branch, of Rutland, was to speak on Saturday morning.

Judge Davies announced to Mr. Ashmead yesterday morning that he could not find any authority that empowered him to direct the printing of the book of error in Cauce's case to be done at the expense of the county. He thought, however, it should be done, and he would advise the Supervisors that it should be paid.

Judge Ingraham, in the Supreme Court, gave a decision yesterday in the case of the People against James W. Lowber and the Common Council, which was a motion to invalidate the sale of property up-town made by Lowber to the city for a public market. The Judge denied the motion, thereby rendering the sale of Lowber to the city valid.

The trial of Capt. de Riviere for an alleged assault and battery on Col. Grant at the Smithsonian House, which was to have taken place yesterday in the Special Sessions, was postponed till Tuesday the 21st inst., on motion of Mr. Busted.

City Judge Russell was occupied in sentencing prisoners yesterday. Patrick Mullen, convicted of receiving stolen goods, and recommended to mercy by the Jury, was sent to the penitentiary for six months. The Judge was lenient in consequence of Mullen's previous good character, for had not that been proven he would have been sent to the State prison for five years. John Harris, convicted of burglary in the third degree on Wednesday, was sent to the State prison for five years. His Honor in passing sentence said that the prisoner bore an infamous character in the community, and that another indictment was pending against him under the name of Abraham Davis. Mike Collins, who assaulted Hugh McCormick in the Tombs on Friday, was sentenced on an indictment for manslaughter, to two years' imprisonment in the State prison. The particulars of the case were given in yesterday's HERALD.

We learn from a private source in Liverpool that the negotiation of the bonds of the Atlantic and Great Western railroads, of Ohio, is completed by the President, General Ward, through the agency of James McHenry. The Mobile and Ohio railroads have also brought their negotiations to a successful issue.

The cotton market yesterday was quiet but steady, with sales of a few hundred bales at unchanged prices. Flour was dull, and the inferior and common grades were easier, while the sales were moderate. Wheat was in limited request, while prices were heavy and irregular. The transactions were restricted. Corn was also heavy, while sales were made at 60c. a bushel for inferior to good Western mixed, round yellow at 90c. a bushel, and white Southern at 85c. a bushel. Pork was low, and sales were moderate at \$17.40 a \$17.50 for mess, and prime at \$18.40. Sugar was quiet but steady, and sales limited to about 100 a 200 bales, at rates given in another column. Coffee was quiet, and prices unchanged. Freight on goods was quite limited. To Liverpool 322 bales of cotton were engaged at 5-10. Other articles were nominal.

The Quarantine Movements and the New York Merchants.

It is alleged, and very generally believed, that but for the action of our own merchants the Quarantine would long ago have been removed from its present to a more appropriate site; and it is further believed that but for the interference of a few of the most influential of their number with the New Jersey Legislature we should ere this have had a splendid lazaretto at Sandy Hook. Be this as it may, it is evident the leading commercial men engaged in foreign trade are not friendly to a removal of the present station, and are disposed rather to endure the impositions now practised on them under color of law, and run the risk of a depopulation of Staten Island and New York by infectious diseases, than have their vessels detained, even at a more fitting place.

It was said of the Dutch merchants, at one period of the history of Holland, that they would burn their sails in a certain place to make a profit, and it sometimes looks as if that feeling somewhat prevailed in "New Amsterdam." A constant intercourse is kept up by our shipping during the sickly season with those ports known to be most afflicted with the yellow fever. Cargoes must be had, profits must be made, captains may die, and crews be pitched overboard one after another, as fast as Yellow Jack selects his victims; fever and pestilence are nothing, death is nothing, New York is nothing, seven hundred thousand inhabitants are nothing, in comparison with the traffic in sugars, sugar, pineapples and bananas. This appears to be the rationale of our Southern trade during the summer season. And when some humane and reflecting people maintain, if the trade with infected ports is so important and so necessary to be kept up, that the Quarantine should be some miles further off than it now is, we believe they advocate the real interests of New York. We wonder our merchants do not take this view of the subject themselves. They certainly show no great regard to humanity and the public interests.

In the first place, there is now a longer detention than would otherwise be necessary for infected vessels in such confined limits as those of the present Quarantine station. Their closeness to each other and to the shore increases the chances of infection, and the very water in which they float becomes tainted with the droppings from the infected ships. The air carries with it the miasma of disease with as much certainty as it does the pleasant perfume from the most grassy shores, and the more they are who exhale a foul and fetid atmosphere, the worse it is for those who are within reach of the taint. There is, therefore, a satisfactory reason why there must be more inconvenience, danger and delay at the present Quarantine than at a more favorably situated locality. The more isolated the better for the purposes of depuration, and the less danger of communication of the contagion.

But in the next place, the actual business of the city of New York suffers under the present system, and the strange conduct of those citizens to whom we allude, reacts strongly upon themselves. When it is understood that at every hour of the day there is a constant passing of persons between the city and the Quarantine grounds, and that its proximity to us, and a dense population around its own walls, make a perfect surveillance impossible, the men of busi-

ness from abroad may well avoid the coasting rooms and warehouses at the lower end of the town during the hot months; and in the dullness of the season and the disposition of the inhabitants to run into the country during its heats, we may see that there is no great confidence in the summer salubrity of Manhattan Island, growing under the massive load of unrented buildings, in which men jostle, and sweat, and faint and die, by thousands a month, and with scarce room enough for their graves. If the merchants of New York think that by retaining a crowded, close and pestilential Quarantine within twenty minutes of our greatest thoroughfares, they increase the inducements to trade, draw customers more surely and frequently, improve the public health, and add to the general prosperity, then let them persist in keeping up the Quarantine grave yard, and continue to expose to contagion captains, crews and scores of unlucky Staten Islanders.

We know there is an objection made to removing the Quarantine grounds to a more distant point, on the ground of expense. Supposing it be so, that is of the smallest consequence compared with the safety of the city itself. If the skippers will bring fellow fever into our bay, in their eagerness to make money, let them be kept at a good distance with their pestilential cargoes until we are willing to receive them. Indeed, it would be no more than right entirely to prohibit their entrance into our port.

But we doubt very much whether the expenses attending a change of location would be any greater at Sandy Hook than they are now. They are at present quite as heavy as can well be met, and it would require considerable ingenuity in the Health Commissioners or Board of Health to get them much higher, no matter who wishes to finger the plunder. There would be more room to do business, greater competition among steam tugs and lightermen, and more safety in the working of every department of the Quarantine itself, and more confidence in our security from infection. We should also get back the numerous vessels which now enter the neighboring ports at the eastward to escape detention in our harbor.

New York, to maintain her commercial pre-eminence, must have a safe port for healthy vessels to enter, or they will keep away; must be protected in its suburbs, as well as its citadel, from imported diseases of mortal type, or emigrants, travellers and men of business will avoid us. In short, a spacious, convenient, secure and healthy Quarantine station, at a proper distance from the town, is imperiously required for its future prosperity. Fifty or sixty miles would not be too far for perfect security, and the merchants would then find out that the expenses of detention and purification, as well as the detention itself of their vessels, would be lessened.

Any attempt to rebuild the hospitals, offices and dwellings recently destroyed should be resisted by the people of this city with all their energy. If, under the idea of a great and grievous wrong, the people of Staten Island have taken the law into their own hands, and have even been criminal in their conduct—of which they entertain much doubt—it is no reason why we in this city should be punished for their offences, or the yellow fever be invited to land as usual at Quarantine. If Yellow Jack is a favorite with the Board of Health, he is not so with the public; and they are opposed to any further expenditure of money in that direction to please Dr. Thompson or the stoveries, or any of the crowd who live and breathe and fatten on pestilence and death. A great nuisance has been abated—how, we leave it to time and the law to determine; but it is to be hoped that the rash and ignorant advice of a certain class of our citizens to rebuild the Quarantine out of a spirit of spite, or without regard to the interests of the people at large, may be rejected by them and treated with the contempt it deserves.

THE FREE LOVERS AGAIN.—These people are at their work again. A convention has met at Utica, at which the advocates of free love are fully represented. A female of the name of Mary F. Davis, as we learn from their proceedings, has approached the main topic which they delight to contemplate, not in the usual garb of philanthropy, temporarily assumed as a cover for the assembling of the convention, but as an artist. This is the last new transmigration of these bold faced men and women. They have traveled maternity, generation, and personal affinity on several previous occasions, and a female of the name of Branch has publicly attempted to seize upon her sex and drag them down with her into the depths of indecency. Mrs. or Miss Davis, on the contrary, is a lover of education and the fine arts; and proposes colleges to be "thrown open to woman, where she may be educated in all departments like men; and "furthermore," as "through maternity, woman is the greatest artist as well as sufferer," she should "be free to select her own surroundings" and "to specify her own time for assuming the great artist's work of reproduction." This is the sort of talk now uttered by these petticoat reformers. Artists, indeed! Why, there are enough of this class already. They can be seen at any time at various parts of this city, as living statuary, price two shillings, and very often at the station houses and Randall's Island for nothing. No colleges are necessary to instruct their followers in this branch of art. There are plenty of private institutions in our large cities and towns where these disciples can learn all they wish to know. Every animal that roams the field is a teacher for these women, and will charge them nothing. We are really shocked at the conduct of these free lovers. We had supposed conscious of the public disgust they had withdrawn themselves from further observation. But we were mistaken. They have turned up as artists, and taken upon themselves the credit of being the authors of life, and that mysterious and sacred operation of Almighty wisdom, which preserves the generation of man and breathes into his nostrils, while yet his members are scarcely "written," the immortal spirit which cannot die. What are we coming to? Is not the world bad enough already, without adding to its crimes the defence and vindication of open and undisguised sensuality?

THE LADDER ON THE CENTRAL PARK.—We urged upon the Commissioners of the Central Park, a few days ago, the propriety of putting a larger force to work there, so as to place the park in an available condition for the people as early as possible. At the meeting of the Commissioners on Thursday, the Architect in-Chief reported the number of hands now employed as 2,500, which is wholly insufficient; yet a resolution which was offered to increase the number to three thousand men, was voted down. The majority of the Commissioners seem determined that the affairs of the Central Park shall be undisturbed.

Abdel-Kadir and the Arabian Horse.—The "Drinkers of the Wind."

Elsewhere in our columns we give a letter from the celebrated Abdel-Kadir, on the subject of the Arabian horse. The letter is addressed to General Dumas, and is a reply to certain interrogatories propounded by the latter gentleman in relation to the Arab horses of Algeria, which, at the present time, are attracting the attention of the French government, who have already instituted breeding studs in that country with the most satisfactory results.

The statements of Abdel-Kadir entirely bear out the opinions and remarks published in this journal as to the pre-eminence of the Arabian horse over all other races and breeds. The Dey asserts the Arabian to be an original race, and not a breed, and to have been first reclaimed and brought under subjection by Ishmael, the son of Abraham and his handmaid, Hagar. Ishmael being regarded by the Arabs as their great progenitor, it is very natural they should claim all that in their eyes should reflect honor on his name. But the researches of late years into the hidden treasures of Nineveh, have shown conclusively that the Arabians, or rather Assyrian horses, had been subjected to the power of man long anterior to the time of Ishmael. The magnificent stud of Solomon, referred to by Abdel-Kadir, was derived from a number of horses sent him as a present by the King of Assyria, whose empire was noted for the number and quality of its horses. Assyrian horses and horsemen are constantly alluded to in sacred history, and the Jews seem to have been in continual dread of the "drinkers of the wind," "the glory of whose nostrils is terrible!"

The manner in which these horses found their way into Africa is satisfactorily explained by the ex-Dey, and his theory may be the true one. It had been previously supposed they had been introduced into Africa by the way of the Isthmus of Suez, a narrow neck of land which separated Chaldaea or ancient Mesopotamia from Egypt. Both theories may be correct, and the introduction have taken place at different epochs, by the Red Sea as well as through Egypt.

From the known high qualities of the Arab horse throughout the entire East, it is by no means surprising that all equestrian nations should have endeavored to avail themselves of its admitted superiority and procured them whenever practicable, at all hazards, for the purpose of intermixture with such indigenous races and breeds as were found in their immediate localities. This intermixture soon formed breeds assimilating more or less to the Arabian in appearance and quality, and known by different names—the name, Arabian being frequently claimed for breeds possessing, in reality, but a fraction of that blood, in the same way that the name of Messenger is claimed for grey horses in this country. Numerous breeds of ponies exist in the East, extending even to China, many of which exhibit traces of Arab blood. But such pony intermixtures are worthless to the practical Anglo-Saxon, whatever value may attach to them elsewhere. As stock horses they are entitled to no greater consideration in this country than so many Morgans.

It is very evident that a race possesses the capability of impressing some of its peculiarities on any breed with which it may be crossed. The ill success which has generally attended the importation of horses called Arabian, into Great Britain and this country, may fully be ascribed to the fact that they were not well bred—that they were merely representatives of certain Eastern breeds impressed with Arabian blood, and possessed to unpractised eyes its external attributes only, while the pith and marrow of the genuine race were wanting. Of course such horses could make no very favorable impression on racing stock, for the simple reason that through the Darley and Godolphin Arabians—horses of the genuine stamp—the infusion of Arab blood was as great in the English and American racehorse as it was in those by which it was sought to be improved, whilst, at the same time, the speed was greater.

The Godolphin and Darley Arabians are the very corner stones upon which the superstructure of the modern racehorse has been built. We want more of such horses if they can be found; for already the lack of Arabian blood in our racehorses is distinctly visible in their weak legs, flat tender feet, and defective wind. Neither English nor American racers are what they should be—but the English are much the worse of the two, and have little else than an uncertain amount of speed at short distances and in single heats to recommend them. Strength, durability and hardihood have been sacrificed to speed. Like the dog and the shadow, the actual has been sacrificed to the ideal. Not one in a hundred of the horses bred in this country for the turf are fit to contend in a four mile race, run in heats. We know of none at all in Great Britain. The stories about handaged legs, tender feet, blindness, colds, coughs, &c., tell their own tale. The breed is retrograding—resolving itself into first principles—the Arabian blood which formerly flowed through the veins of a limited number of racers, is now running through a thousand channels, and becoming every moment still more diluted and weakened.

However correct the principle and practice of continued in-and in breeding may be when applied to races, yet it is reduced to a moral certainty that among breeds time will develop ill effects, unless counteracted by repeated infusions of fresh and original blood. The cold, low grade blood in the racer, so long overpowered and kept in abeyance by that of the nobler Arabian, is beginning to exhibit its pernicious influence in both countries. If this be not checked in time, we should not be surprised to see, instead of a breed of valuable thoroughbred horses on our race courses, a breed of thoroughbred good-for-nothings. Some exceptions to these remarks, however, exist. There are individual horses of undoubted stamina and high speed, which seem to concentrate in themselves all the best blood of the breed; but the majority of race horses are about as described, fit only to carry light weights, and able to run only occasionally. It would be a safe calculation to make, that if a dozen or more horses were entered in a four mile race, either in Great Britain or America, not more than one half would come to the post. Hot-house plants are not the sort to benefit the country, however suitable they may be for speculative purposes. We want horses more truly resembling such as old Messenger, Dracoe, &c.—horses closely allied to the Arabian—who, if they were not quite so speedy as some few modern stallions are reported to be, yet were infinitely their superiors in

every requisite of a first class horse. These stallions are of valuable stock for the road as well as the turf, possessing good sound legs and feet, and a never tiring endurance. They were at all times ready for work in the ordinary vocations of life; and at a moment's notice a man might harness up for a day's journey, without any doubt as to the ability of his horse to perform it.

Improvement can only be effected through the Arabian horse—not by the breeds of mongrels called Arabian, but by the Arabian horse of the genuine race—such as were the Darley, the Godolphin, and Grand Bashaw Arabians. It is matter of regret that the services of this latter horse were confined exclusively to farm and road mares—only one, the dam of Young Bashaw, being known to be thoroughbred. As it is, however, he has left a progeny unrivalled for the farm, the road, and the trotting track—in fact, horses suitable for all the useful purposes of life, and with speed and endurance adequate to any emergency that may arise. These horses are extremely scarce, however, even in the locality in Pennsylvania where they may be said to have originated. It is asserted that not over half-a-dozen Bashaw stallions can be found in the country—probably not so many—and only one or two of them thoroughbred on the side of the dam. It is somewhat remarkable that the transcendent merit of this breed of horses should so long have escaped observation. Turfmen generally are loth to acknowledge the merit of a breed of horses in which they are not immediately interested, and always endeavor to place the trotting horse in a secondary position to the racer, on the score of impurity of blood, if nothing else. In this connection, however, we may observe that we have trotters whose blood is as pure as that of any race-horse, and whose gait is the very poetry of motion. Stallions of this class are deservedly valuable, and command high prices.

The public were occasionally startled by the record of some astonishing performance on the road or trotting track; but beyond the fact that the immediate actors were Pennsylvania horses of elegant form and bloodlike appearance, no one knew what race or breed they belonged to. Even the sporting journals were silent. The HERALD, however, at length dispelled the mist, by asserting that these horses belonged to a breed of recent origin, sprung from the Arabian horse Grand Bashaw, who was imported into Bucks County, Pennsylvania, in 1820, by a gentleman named Morgan. Further inquiry developed the fact that they were a trotting breed, and included in their category of stallions such names as Andrew Jackson, Kemble Jackson, Saladin, Black Bashaw, Long Island Black Hawk, Lightning, &c. So little was known of this breed by name, until attention was directed to it by the HERALD, that even the pedigree of Lantern (son of Black Bashaw), who is reported to have recently gone to the half mile pole, in double harness, in the unprecedented time of one minute and twelve seconds, was entirely unknown.

As allusion has been several times made in the course of these remarks to the Darley and Godolphin Arabians, it may not be inappropriate to observe that the Darley Arabian is reported to have been bred somewhere in the neighborhood of Palmyra, and brought or sent to England by the gentleman whose name he bears. Conflicting accounts prevail regarding the Godolphin Arabian; and Eugene Sue wrote quite a romantic account of his history and adventures, which has found its way into turf magazines and journals. Probably the true story is the traditional one, ascribing to Captain Baker the credit of introducing this celebrated horse into Great Britain in 1731. By this it appears that Captain Baker was engaged in smuggling on the English coast. Smuggling at that time was a very serious offence, and visited by severe punishment. The government were vigilant in their efforts to suppress it, and Captain Baker found, after a time, that the water was getting too hot for him. He accordingly fled with his vessel into the Mediterranean, where he is said to have pursued a legitimate trade. Having accumulated a large sum of money, he became anxious to return home. Aware of his danger if he returned publicly, he had recourse to stratagem. He knew that Lord Godolphin, the owner of the famous stallion Hobgoblin, was passionately devoted to horses, and resolved to take advantage of it to procure his interest with the government. Having learned through the Arabs that a tribe in the interior possessed several horses of great value, and that one of them in particular was inestimable, he determined to procure him at every hazard as a present for his lordship. Through an Arab confederate the horse was stolen from the entrance to the tent, where he was confined, and reached the coast in safety, when he was immediately put on board the vessel. The theft appears to have been attended by considerable danger. The tribe resided some distance in the interior, and the Arab who stole the horse had barely time to mount him and fly. The pursuit was continued all night and throughout the next day, when the Godolphin, being the fleetest and most enduring horse, distanced his pursuers, who gave up the chase. Captain Baker arrived safely in France, where he sold his vessel, and succeeded in smuggling the horse into England. He had him conveyed privately to the neighborhood of Lord Godolphin's estate, from whence he could obtain intelligence of his lordship's movements. He soon ascertained that his lordship was in the habit of riding out in the evening, and laid his plans accordingly to intercept him. Mounted on his magnificent Arabian, he crossed the path of the Earl, who was startled at the sight of the splendid animal, and immediately inquired his price. He was informed that he was not for sale. The same thing occurred for several succeeding days, each time his lordship becoming more enamored of the horse. The stranger at length told his lordship he would present the horse to him, but that no money could buy him. To this the Earl would not consent, but insisted on Baker naming his price. So the matter stood until one day he was informed that a stranger had placed an elegant horse in his stable as a present to his lordship. The Earl recognized the horse, and as the donor was then unknown he was obliged to accept the animal. This was the horse which in after years became celebrated as the Godolphin Arabian. Some time after the presentation it became known to the government that the notorious Captain Baker had arrived in the country, and was then concealed somewhere in the neighborhood of Earl Godolphin's estate. Inquiry in that direction was soon checked, and at a suitable moment the pardon of Captain Baker was procured by Lord Godolphin.

It is generally conceded that the speed of the Arabian horse is a race of no longer duration of time than five or ten minutes is not up to every requisite of a first class horse. These stallions are of valuable stock for the road as well as the turf, possessing good sound legs and feet, and a never tiring endurance. They were at all times ready for work in the ordinary vocations of life; and at a moment's notice a man might harness up for a day's journey, without any doubt as to the ability of his horse to perform it.

that of the modern race horse—but where the latter would be in a day's journey with a man on his back, and without either food or water, the intelligent reader may well conjecture. The Arab, as a race, has not degenerated one iota since the days of Ishmael, as is satisfactorily shown by the extraordinary performance of the horse of Abdel-Kadir, who carried his master two hundred and forty miles in twenty-four hours when pursued by the enemy. Such is the testimony of Abdel-Kadir, and such are the horses we want in this country. The Emir relates what is within his own knowledge, and his statements are entitled to greater weight than the crude speculations of travelled theorists.

STATE POLITICS.—THE PROSPECTS OF THE ADMINISTRATION DEMOCRACY.—The failure to bring about a fusion of the republican and American parties at Syracuse has left the field open to the administration democrats, in the election of a State ticket, and if they act with prudence in the selection of a candidate for Governor at the approaching Convention on the 15th, there is little danger of defeat. The administration democrats throughout the entire State, with the exception of this city alone, are united. Here there is an angry quarrel among them, and "all ways will be." The defeat of Fernando Wood last year has left an undying bitterness in the ranks of the democracy, and the Tammany and anti-Tammany factions are at each other's throats. There will be two sets of delegates claiming admission to the Convention at Syracuse; but if that body acts wisely, it will do as it did last year—admit a portion of both, and insist that they shall settle their contemptible local quarrels at home. The party in this city is divided into so many corrupt factions—each hungry for the spoils of the Custom House, the fat Corporation offices, and so forth—that they will fight in any event; but there is strength enough and unity enough in the administration democrats all through the State to nullify the evils arising from their divisions, as far as the safety of the State ticket is concerned.

There is no doubt that we shall have two tickets for county officers from the administration party, and as it is quite likely that the republicans and Americans in this city will follow the example of the delegates at Syracuse, and refuse to unite, unless "the cohesive power of public plunder" shall force the parties into conjunction, we will probably have four tickets at the November election—two from the administration democrats, one from the republicans, and one from the Americans. Out of these the taxpayers, if they do not nominate a ticket of their own, may have an opportunity of selecting some competent men to fill the most responsible offices—of Comptroller for example, the most important of all, who, whatever be his party politics, should be an honest and a resolute man, capable alike of discharging the finances of the city with fidelity and economy, and of protecting the treasury from the hands of thieves and rascals.

With regard to the election of Governor and other State officials, the administration party have now "a clear stage and no favor" before them. If the Convention unites upon a fit candidate for Governor—and Judge Parker is just the one, a practical man, and a hearty supporter of the administration—and if it excludes every consideration of the quarrels which exist in this city from its councils, there can be no difficulty in the way of the success of the administration democracy at the coming election.

THE LATEST NEWS.

The Accident on the Steubenville and Indiana Railroad.

Steubenville, Sept. 11, 1858.

The rumors in regard to the railroad accident near Steubenville were greatly exaggerated. A despatch from James G. Morris, Secretary of the Steubenville and Indiana Railroad, says:—"A bridge broke near the first station, but will be ready for passing to-day. All the passengers went off this morning, except one man, who had been left broken. Conductor Moore has a severe laceration on the head. The baggage master was slightly hurt." James Fleming, a consumptive engineer, who was on the train, but not on duty, was also badly hurt. Other passengers were slightly injured, but were able to leave."

Another despatch, just received, says:—"The accident occurred near the first station of Steubenville. While crossing the bridge a car and the rear engine jumped from the track, knocking out some of the main timbers, while the bridge gave way. The baggage car and first passenger car went down with the engine, and the rest of the train remained on the trestle. The first car was completely broken up, and the seats in the rear car were broken from their fastenings. The persons injured are: Mr. Moore, the conductor, head cut; Mr. Ruch, of Logansville, both legs broken; Mr. E. J. Cornell, baggage master, wrist sprained; Rev. Mr. Watson, of Amsterdam, ankle sprained; Mr. James Jacobs, of Mayville, Ky.; Mr. Andrew Anderson, of Harrison county, Ohio; Mr. Wauwright, of New Jersey; Mr. E. G. Gill, of Dayton, Ohio; Mrs. Meredith, of New York; Miss Igou, of Elizabethtown, New Jersey; Dr. Allen, of Belleville, Arkansas; Rev. Mr. J. J. Thompson, of Logansville, Indiana; Mr. W. H. Moore, of Michigan; Indiana; Mr. J. D. Draper, of Dayton, Ohio; Captain W. L. Barry, of Pittsburgh; Mr. Oliver Owsby, of Vevay, Indiana, and many others who declined to give their names, were severely bruised and otherwise injured. Joseph Flemming, of Zanesville, Ohio, was fatally injured."

Our Special Washington Despatch.

Washington, Sept. 11, 1858.

Commander Charles Shadmose has been appointed Light-house Inspector of the Philadelphia district, vice Commander Ward, detached.